



SPRING 2002

New Logo To Represent NH Department of Transportation **CONTEMPORARY LOOK PART OF NEW DIRECTION AND IMAGE OF AGENCY**

The familiar profile of the Old Man of the Mountain is still there, but the New Hampshire Department of Transportation's new logo has a distinct new look.

The new logo became official on April 1 when Commissioner Carol Murray and Assistant Commissioner Gil Rogers endorsed the proposed final recommendation of a six-member committee of employees. The committee utilized the graphic design talents of Webmaster Tom Gilligan to design the new logo through a lengthy process that included brainstorming, numerous discussions, employee feedback and several design changes.



Commissioner Murray and Assistant Commissioner Rogers called the design "a distinct and unique new look while retaining the Old Man of the Mountain profile as a link with our past." "We join the committee in believing this design has a contemporary, yet simple look that will be easily recognizable as we proceed into the 21st Century," the Commissioner and Assistant Commissioner wrote in a memorandum to all employees.

The new logo will eventually be featured on NHDOT publications, electronic presentations, websites, clothing, vehicles, signs, etc. Its use is being phased in to avoid a costly transition from the previous NHDOT logo which has represented the Department of Transportation for decades.

Members of the new logo committee included: Bill Lambert (Traffic), Bill Hauser (Environment), Brenda Ordway (Highway Design), Paul Sanderson (Hearings Officer) and Bill Boynton (Public Information).

Painting NH's Largest Bridge Is Completed Safely And On Time

*The repainting of the bridge carrying I-95 between
New Hampshire and Maine presented challenges*



Repainting the high profile "High Level Bridge" carrying I-95 between New Hampshire and Maine was completed even as hundreds of thousands of vehicles continued to cross the bridge over a three year period.

The urgently needed repainting of the I-95 Piscataqua River Bridge required three years and \$11.7 million to complete. The task was difficult because of the sheer size of the bridge and the thousands of cars traveling daily over the primary bridge connecting the State of Maine to the rest of New England.

The "High Level Bridge" is a three-span arch truss 1,344 feet long and 108 feet wide with 135 feet of clearance above high tide, rises 250 feet above the river at its highest point, and carries six lanes of Interstate traffic. The old paint contained lead which required that all work be done inside airtight enclosures to protect the environment and the public from contamination.

The bridge is located over sensitive fishing waters, recreational boating and commercial shipping, and near residential neighborhoods.

(continued on page 6)



Commissioner's Corner

by
Carol A. Murray

TWO CAREERS THAT MADE TRANSPORTATION BETTER IN NEW HAMPSHIRE

Many who choose to work for the New Hampshire Department of Transportation are more than willing to do so in relative anonymity. They derive their professional satisfaction not from public adulation, but from the satisfaction of doing their jobs well, by the respect they receive from their co-workers, and by making this state a better place to live in and visit.

Occasionally, however, some of those who have made a difference in transportation get the kind of recognition they deserve. That was the case on April 12 when the New Hampshire Good Roads Association presented its annual "Honor Road Award" to two NHDOT retirees, Bob Hogan and Jesse Dennis, who together gave nearly 80 years of service to the State of New Hampshire.

Created in 1998, the Honor Road Award recognizes "those individuals or firms who have helped encourage the development of a safe, efficient and environmentally sound transportation system in New Hampshire." That description certainly defines the important roles played by both Bob and Jesse.

Bob Hogan began his New Hampshire Department of Transportation career immediately after graduating from the University of New Hampshire in 1959. After nine years as the District 6 State Maintenance Engineer, he was promoted to Chief State Maintenance Engineer in 1970, a position he held until his retirement in 1996.

Considered a pioneer in pavement management, Bob Hogan is probably best remembered for developing the first formal snow and ice policy for state and municipal officials. His work in developing rates of application for sand/salt spreaders and the proper storage of salt have become the standard in New Hampshire, and he continues

to be recognized and an expert on proper winter maintenance, both regionally and nationally.

Jesse Dennis recently retired as Administrator of the NHDOT's Construction Bureau after 40 years of state service. He worked his entire career in the Construction Bureau, moving from Inspector, to Assistant Project Engineer, to Project Engineer, then on to District Construction Engineer in 1976. Since 1993, Jesse served as Construction Bureau Administrator.

Jesse's accomplishments include: implementing computer tracking of all contract-related information for state projects, developing several statewide programs for environmental, landscaping and quality control/assurance coordinators, and developing several design standards for highways and bridges. He has also spent many years working to maximize the efficiency of Construction Bureau employees while keeping a tight rein on project expenses.

It was great to see both Bob and Jesse recognized for their many contributions to the State of New Hampshire, recognitions I'm sure they would gladly share with current and former NHDOT employees.

But don't let their gray hair fool you. They will continue to make contributions to this state for years to come in whatever they choose to get involved in.



NHDOT retirees Bob Hogan and Jesse Dennis received "Honor Road" Awards at the NH Good Roads Association's annual meeting on April 11.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Spring 2002

Governor.....	Jeanne Shaheen
Commissioner.....	Carol Murray
Assistant Commissioner.....	Gilbert Rogers
On the Move Editor.....	Bill Boynton

PRINTED ON RECYCLED PAPER

DANNY CARSWELL REMEMBERED NATIONALLY AND IN NEW HAMPSHIRE
MERRIMACK PATROL SHED AND NATIONAL WORK ZONE MEMORIAL WILL BOTH
BEAR THE NAME OF THE TURNPIKE WORKER WHO DIED ON THE JOB IN 1997

It's been nearly five years since Danny Carswell lost his life in the median of the Everett Turnpike.

But the memory of the Turnpikes Bureau Highway Maintainer lives on at both the place where he worked and through a national effort to promote work zone safety.

Legislation establishing the Danny Carswell Memorial Patrol Shed in the town of Merrimack sailed through the legislature in the 2002 session.

In a letter endorsing the naming of the state facility, Governor Jeanne Shaheen wrote, "Let us allow the Danny Carswell Memorial Patrol Shed to stand as a reminder to New Hampshire's motorists that many state employees are working to improve safety, and that they must be given the time and space to do their jobs safely."

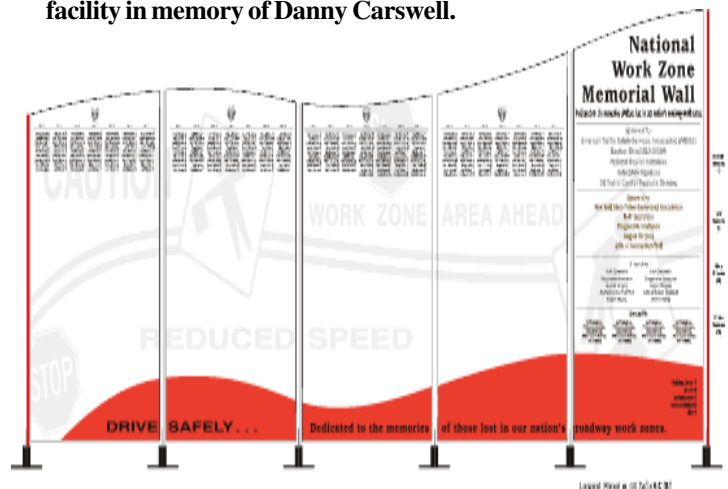
Danny Carswell was killed on September 23, 1997 when he was struck by a car while he was working as part of a mowing crew on the Everett Turnpike near Exit 5 in Nashua. He was the first NHDOT employee to die on the job since 1973.

Danny Carswell's name is also one of more than 700 names appearing on the new National Work Zone Memorial, which was unveiled in ceremonies on April 9 in Capitol Heights, Maryland.

Sponsored by the American Traffic Safety Services Association, the traveling memorial aims to promote work zone safety to the public by remembering highway workers and others who have lost their lives in highway work zones.



Harvey Goodwin (Turnpikes Administrator), Carol Murray (Commissioner) and Scott Clarke (Assistant Patrol Foreman) testified before the House Public Works Committee in support of a bill naming the Turnpikes' Merrimack patrol facility in memory of Danny Carswell.



District 3 Crew Credited For Helping To Protect The Quality Of Chocorua Lake

The Environmental Protection Agency is recognizing the efforts of the New Hampshire Department of Transportation and the District 3 Tamworth 302 Highway Maintenance crew for helping to protect and preserve Chocorua Lake.

Although the lake is protected in most areas of its watershed, the EPA describes it as "fragile" because its average depth is only 12 feet, making it susceptible to sunlight and the growth of algae. Adding to the threat is NH Route 16, which runs close to the lake for about a mile. Runoff from the busy road potentially contributes high amounts of phosphorus to the lake.

Joining with the Town of Tamworth and other groups including the Department of Environmental

Services and the Chocorua Lake Association (CLA), the NHDOT District 3 crew initiated the "Berms and Swales Project". Best Management Practices (BMP) implemented include a system of berms, swales, and settling and filling basins to control runoff, improve safety, and reduce noise.

Since the BMP's were completed in September of 2000, water quality monitoring has revealed an 82 percent reduction in phosphorous entering Chocorua Lake! According to the EPA, "the success of the project is mainly as a result of the resources and energy brought to it by numerous project partners."

The NHDOT has pledged to work with the CLA in future maintenance and highway planning.

"Design Charette" Looks at Transportation Future in West Ossipee *Professionals and Local Citizens Gather For Three Days of Intense Problem Solving*

"Integrating transportation into a community's future." That's how Ansel Sanborn, Administrator of the NHDOT's Bureau of Transportation Planning, describes the concept of a "design charrette".

With West Ossipee facing construction of five transportation projects near the intersection of NH Route 16 and 25, the idea of a charrette made sense to both NHDOT representatives and interested local citizens.

For three days in January, about 200 people, including local residents and design professionals from New Hampshire and beyond, gathered to brainstorm and build a consensus on how the planned transportation projects could fit in with West Ossipee's vision of its future over the next 20 years.

"The focus of the charrette was on everything going on in the West Ossipee area involving land use, and transportation was part of that focus," Ansel Sanborn says. "The process involves all interested parties presenting both legitimate concerns and realistic opportunities and solutions."

One of the projects planned near the Route 16/25 intersection is a state transportation/visitors center, which would serve as both a stop for tourists and as a major bus stop along the Route 16 corridor for commuters and those taking longer trips.



A free exchange of ideas is essential for a successful charrette.

Among the conceptual plans developed over the three days by citizens and skilled teams of design, engineering, architecture and planning professionals was the possibility of a roundabout replacing the signalized Route 16/25 intersection.

Ansel Sanborn views charrettes as a valuable way to get citizens of a community involved in planning their transportation future.

"We've had very positive feedback," Sanborn says. "It's created a lot of interest."

District 1 Highway Workers Help Nab An Auto Theft Suspect

It may not fall under their job descriptions, but two NHDOT District One employees are being credited by State Police with helping to apprehend a suspected car thief.

The story began at about 5:00 am on March 11 when highway maintainer Bryan Pease came upon a car in a snowbank on NH Route 116 in Easton. Bryan radioed to the dispatcher that a man driving a red Izuzu SUV with a Massachusetts registration had been trying to dig himself out for a couple of hours. Bryan reported the license plate number and asked for a tow truck and a sheriff.

After some initial confusion about the license plate number, word came from the dispatcher that the vehicle was reported stolen in Massachusetts.

By the time Pease circled back to the location, the vehicle was gone. That's when Bob Clough got involved. The #116 Patrol Foreman had heard

the radio communications and was soon passed by the red Izuzu on Route 116 near Franconia Airport.

Bob Clough began following the vehicle and radioed state police. The suspect apparently noticed he was being followed by a state vehicle and pulled over.

A State Police news release said 22-year old Dennis O'Neil, of Amherst, Massachusetts, got out of the stolen vehicle, raised his hands in the air and surrendered to Clough, who ordered him to stay put until police arrived.

"I said to myself, when he put his hands up, that 'Hmm, this probably isn't the first time he's been stopped,'" Clough told the *Caledonian Record*.

In addition to the auto theft charge, O'Neil is also facing a burglary charge in Hadley, Massachusetts. He was arraigned later that day in Littleton District Court and taken to the Grafton County jail.

NHDOT Geologists Monitor The Status of 380 Rock Cuts Across The State

*By Dick Lane and Marc Fish
Engineering Geologists
Materials & Research Bureau*

Rock fall is a common occurrence where highways pass through terrain requiring cutting into rock.

The danger to the traveling public and significant economic impact of falling rocks requires an accurate assessment of rock fall hazard and extent.

The New Hampshire Rock Slope Management System is a method for prioritizing rock slope safety repair projects on a statewide basis. Under this system periodic inspections of rock slopes are conducted to identify where rock fall would most likely occur, and to determine which sites are potentially the most hazardous.

This system is proactive and provides a rational way to make informed decisions on where and how to allocate limited funds. There are never enough funds to deal with all safety-related issues at once. Therefore, it's necessary to have a system for prioritizing remedial rock slope work.

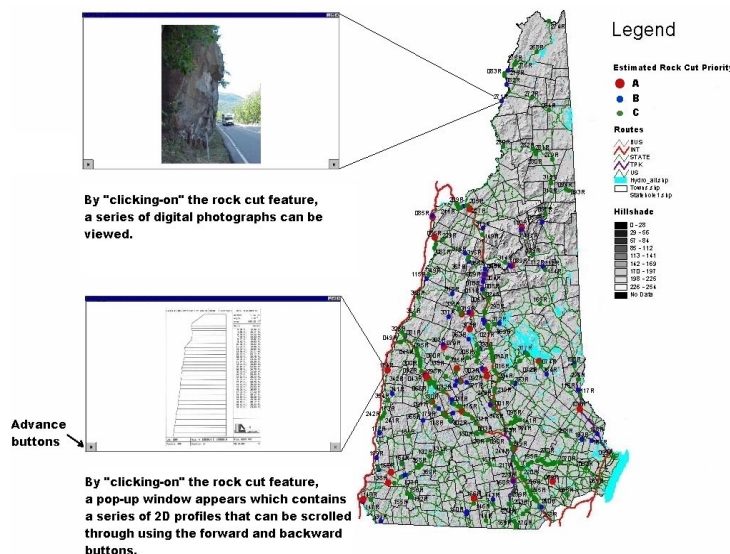
Most rock cuts constructed in New Hampshire prior to the late 1960's were built with inadequate ditches, poor site distance and irregular slopes.

Over time, freeze-thaw action, chemical and physical weathering, and growth of tree roots into existing cracks in the bedrock pry loose, break down and fracture the rock.

These natural processes cause deterioration and loss of strength in the rock, resulting in destabilization of the rock slope and rock fall/slides. Failure to identify and repair these sites could result in the loss of life and property, serious injury, disruption of traffic and expensive maintenance.



This photo shows a large tension crack along a crest of rock slope in Hinsdale, NH Route 119, the site of recent rock slope improvement project.



The NHDOT Rock Slope Management System

In 1975, the NHDOT developed a database on all its existing rock slopes and assessed their overall condition. Since then, its rock slope inventory has evolved into an extensive data management system incorporating 380 rock cuts.

New Hampshire is at the forefront in developing a relational database, which combines different types of rock slope data and links it to a Geographical Information System (GIS).

The Department's Rock Slope Management System combines existing data, historical information, inspection reports, pictures, structural data, laser profiles, rock slope locations and hazard ratings with a variety of data mapping layers.

(continued from page 1)

The painting contractor, Odyssey Contracting Corp. of Houston, PA, has painted other large bridges of this type, most notably over the Cape Cod Canal.

Odyssey constructed cable and fabric tents to contain and collect the lead paint as it was blasted off the structure, and to protect cars and homes from overspray during painting. The scaffolding was built to withstand high winds and configured to permit cars on I-95 and large tankers in the river to travel unhindered.

The newly painted bridge showcases the Department's new standard color for bridges, Dartmouth Green, a darker shade of green than most bridges in New Hampshire. The contractor used a high performance paint manufactured by Wasser Coatings Inc. with user-friendly application properties, which permitted continuous work from April through December.

The price tag of almost \$12 million is an enormous sum but represents a fair industry price in today's marketplace for a bridge with over three-quarters of a million square feet of steel.

Fully 40% of the \$14 per square foot project cost was spent exclusively on meeting stringent OSHA worker safety and EPA environmental regulations to protect workers, the public, and the environment from exposure to lead.



Odyssey completed painting in December 2001 on time, without serious accidents, injuries, or OSHA violations, and in compliance with contract requirements. The Contractor compiled a remarkable work zone safety record considering the hundreds of thousands of cars which travelled through the work zone over a three-year period.

The Federal Highway Administration paid 80% of the cost with the remainder split between New Hampshire and Maine.

On-site painting inspection was provided by KTA-Tator of Pittsburgh, PA under the direction of NHDOT Contract Administrator Gene Sawyer and District Construction Engineer Lynn Mayville. Jerry Zoller was the NHDOT Bridge Design Project Engineer.

District Six Expectations For Highway Patrol Foremen

Editor's Note: A presentation by Maintenance District 6 at the April 4, 2002 NHDOT major staff meeting included the following "Ten Core Expectations for Highway Patrol Foremen" as offered by Maintenance Supervisor Mike Gearwar. Most, if not all, of the expectations can apply to all NHDOT work positions.

1. **Be proactive in all areas:** Plan, supervise, coordinate, prepare, determine, train, assess, respond, prioritize.
2. **Set the example in every way/ everyday:** Work to the standard in all tasks, attitude is everything.
3. **Make safety an integral part of everyday operations:** Safety is crucial for efficient operations and great for morale.
4. **Focus on performance not personality:** Measure performance against standards from policies/ procedures, best management practices, job description, etc.
5. **Communicate goals/ expectations:** Enforce work standards; use performance appraisals to help make every worker a success.
6. **Become more technically competent:** Actively seek knowledge and training opportunities.
7. **Pay attention to detail:** The foreman's job is all about details; spot-check all aspects of the work.
8. **Treat people like human beings:** Use respect, information and training to develop more efficient workers.
9. **Accept responsibility/Give credit:** Give your subordinates credit for success: The return in productivity and morale is phenomenal.
10. **Be cooperative:** Cooperation with other crews as well as other Bureaus can greatly enhance productivity.

Jesse Dennis Retires After 40+ Years In The Construction Bureau

Editor's Note: Jesse Dennis retired as Administrator of the Construction Bureau on April 4, 2002. We asked Jesse for a few thoughts as he looked back on his more than 40 years of state service.

If the longest journey begins with a single step, the one into the Manchester muck in 1961 while wearing moccasins was an awkward beginning.

The first day on a construction job in New Hampshire and I left my work boots in Rhode Island. What a way to make an impression!

After a few hours, and looking like something that came from the muck, the crane operator asked me what I had done to deserve the assignment. Before I could answer, he looked at my feet and said, "Oh, you're the ONE with the moccasins." I guess the word was out.

That first week prompted me to start thinking that maybe hauling furniture up and down stairs during the day and driving cab at night might not be so bad after all. There was trouble learning the New Hampshire language, including the weird construction terms like backhoes, scrapers, graders, shovels, pushers, pounders, drop hammers, drag lines, clam shells, triple-axle Queen Mary, break down rollers, pencil vibrators, elephant trunks, crawler-track pavers, cats and eucs.

Yikes! When did I miss all that in school.

Even though at times I felt like the new kid at summer camp being asked to go on a "snipe" hunt or back down to the lake to bring back ten feet of shore line, I thought I should at least wait until I got my first paycheck before bailing out. I was told beforehand (but I guess I didn't really comprehend) that you work two weeks, file a time sheet and then wait another two weeks for the first check. Since I had to borrow money from the family to get to New Hampshire, leaving wasn't really an option. But the prediction of a short career was.

Learning the names of the different equipment wasn't as difficult as learning what all those cryptic notes on the plans meant, or those phrases that everyone else seemed to know from childhood. It was okay while I assimilated LAROW vs. CAROW (Limited Access vs. Controlled Access Right-of-Way), RCP for Reinforced Concrete Pike and CMP for Corrugated Metal Pipe. Then I asked what BCPCMP UND meant. The answer came quicker than a Saladmaster salesman making his spiel and it is: Bituminous Coated Perforated Corrugated Metal Pipe Underdrain. Again, I thought -- time to leave.

It took only about forty-and-a-half years to make up my mind. It's difficult because it's still a learning process, with new phrases like Total Stations, HazMats, GPS Systems, bio-environmental eco-systems, performance-based bugs, and ITS for either Information Technology Services or Intelligent Transportation Systems (your choice).

Making it even harder to decide -- the Department now furnishes the boots!

The first year duties included checking all the black smudge pots to make sure they were lit and had enough fuel before going home at night. The only place you can find one of these nowadays is in an antique shop, unless they are painted in pastels and sold at a garden store as a patio lantern. Times sure change.



Surrounded by balloons sent by his wife, Jesse Dennis spent some time reflecting on his more than 40 years in the NHDOT's Bureau of Construction. Shortly after he retired, Jesse was recognized by the NH Good Roads Association for his contributions to transportation. (see Commissioner's Corner-page 2)

RETIREMENTS (years of service)

James Colbert, Toll Attendant 2, Turnpikes (13)

Jesse Dennis, Administrator of Construction Bureau (40)

Mary Minter, Audit Technician, Contracts and Finance (29)

Arthur Seavey, Equipment Mechanic Foreman, Mechanical Services (32)

Glendon Dalton, Survey Team Technician 3, Highway Design (40)

Robert Swart, Toll Attendant 2, Turnpikes (13)



NEW HIRES

Steven Albrecht, Highway Maintainer 2, District 2
John Faulkner, Highway Maintainer 1, District 5
Robert Beaudry, Highway Maintainer 1, District 2
Dean Coleman, Highway Maintainer 2, District 3
Paul Hodgman, Highway Maintainer 2, District 4
Robert Tirrell, Jr., Highway Maintainer 1, District 6
Claude Patten III, Highway Maintainer 2, District 3
Larry Anthony, Highway Maintainer 2, District 6
David Swierk, Toll Attendant 1, Turnpikes
Robert Conrad, Toll Attendant 1, Turnpikes
Eric Berard, Laborer, District 5
Kenneth Thoroughgood, Bridge Maintainer 3, Bridge Main.
Michael Nereson, Engineering Aide 1, ITS
Michele Peterson, Systems Development Specialist 5, ITS
David Chase, Electronic Technician II, Aeronautics
Martha Carpenter, Highway Maintainer 1, District 2
James Greene, Highway Maintainer 2 District 3
John Sutherby, Toll Attendant 1, Turnpikes
Deborah Countee, Toll Attendant 1, Turnpikes
Sandra Greenwood, Information Center Attend. 1, Turnpikes
Alphonse Napolitano, Drawbridge Operator, District 6
David Freitas, Drawbridge Operator, District 6
Salvatore Rubera, Gate Operator, District 6
Thomas Santos, Engineering Tech 1, Highway Design
Joseph Mantini, Heavy Equipment Mechanic, Mech. Services
Rita Dubois, Secretary 2, Highway Design
David Foss, Geological Exploration Tech., Materials & Res.
Gary MacDonald, Heavy Equip. Mechanic, Mech. Services
Jerry Moore, Engineering Tech. 2, Transportation Planning
Stephanie Jones, Information Center Attendant 1, District 5
John Hutchins, Systems Development Specialist 4, ITS
John Savage, Toll Attendant 1, Turnpikes
Gloria Michaud, Secretary 2, Materials & Research
Henry Descoteaux, Gate Operator, District 6
George Elderkin III, Gate Operator, District 6
Richard Corliss, Highway Maintainer 2, District 1
James Flanders, Highway Maintainer 1, District 1
Paul Poulton, Highway Maintainer 1, District 1
Kenneth Wetmore III, Bridge Maintainer 2, Bridge Maint.
Matthew Costa, Highway Maintainer 1, District 5
Douglas Howard, Laborer, Traffic
Linda Wescott, Front Desk Receptionist, Human Resources
Gordon Graham, Project Manager IV, Public Works
Steven Jeffries, Audit Technician, Finance and Contracts
Roger Rumrill, Highway Maintainer 2, District 2
Framarlen Melendez, Toll Attendant 1, Turnpikes
Amanda Taylor, Toll Attendant 1, Turnpikes
Donald Moreau, Toll Attendant 1, Turnpikes

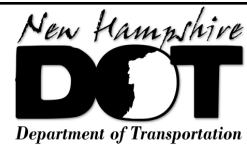
Michael Welch, Highway Maintainer 1, District 6
Barry Lawrence, Principal Planner, Aeronautics
Richard Mackin, Survey Team Technician 1, Highway Design
Kevin Francis, Engineering Tech 1, Highway Design
Sidney Thurber, Highway Maintainer 2, District 2
James Mountford, Highway Maintainer 2, District 4
Harland Spencer, Highway Maintainer 1, District 2
John Clark, Highway Maintainer 1, District 6
Philip Belanger, Highway Maintainer 1, District 6
Christopher Gaherty, Highway Maintainer 1, District 2
Paul Rushlow, Engineering Tech 4, Highway Design
Alan Brock, Highway Maintainer 1, District 2
Stephen Boyington, Civil Engineer 2, Bridge Design
Richard Hiller, Survey Team Technician 1, Highway Design
Howard Wadleigh, Highway Maintainer 2, District 6
William Hill, Geological Exploration Tech., Materials & Res.
Scott Tobin, Laborer, Traffic
Martin Bowden, Laborer, Traffic
Daniel Plourde, Laborer, Traffic
Donald Lavalley, Laborer, Traffic
Christopher Pickle, Laborer, Traffic
Joseph Cain, Laborer, Traffic
Richard Lucier, Laborer, Traffic
Marc Morasse, Laborer, Traffic
Daryl Carrier, Laborer, Traffic
Roxanne Lavalley, Laborer, Traffic
Joseph Cotton III, Geological Exploration Tech. 1, Materials
& Research

PROMOTIONS

Ted Kitsis, Administrator, Construction Bureau
Steve Buchanan, Pavement Marking Foreman, Traffic
Marcel Bilodeau, Toll Attendant 1, Turnpikes
Paul Tibbetts, Highway Maintainer 3, District 4
Eric Stevens, Highway Patrol Foreman, District 5
Kristine Havey, Administrative Secretary, Traffic
Bill Oldenburg, Chief of Preliminary Design, Highway Design
Christopher Hinds, Highway Patrol Foreman, District 1
Scott Provost, Bridge Construction Superintendent, Bridge
Maintenance



SERVICE AWARDS



March 2002 through June 2002

35 YEARS

Stephen Chellis, District 2
Robert Barry, Municipal Highways

30 YEARS

Arthur Seavey, Mechanical Services
Susan Ellis, Contracts and Finance
Herman Martin, Contracts and Finance
James Nelson, District 1
Bruce Pepler, Bridge Design
Ronald Fish, Mechanical Services
Willard Campbell, Road Maintenance
Harvey Goodwin, Turnpikes
Frank Bauer, Construction
John Moisan, District 6

15 YEARS

Bruce Goldsmith, Bridge Maintenance
Nicholas Lylis, Bridge Maintenance
Diane Tvelia, Turnpikes
James Edmunds, Traffic
Steven Welch, ITS
Michael Harney, Turnpikes
Donald Lasell, Public Works
Pauline Marcoux, Turnpikes
Arthur Race, Sr., Mechanical Services
Robert Havey, Traffic
Craig Belyea, District 2
Kevin Flanagan, District 4
Christopher Hawkins, Materials & Research
Karin Hollins, Commissioner's Office
Scott Myers, Materials & Research
Leo McAllister, Jr., District 2
Mark Stevens, District 3
Scott Carlson, Construction
Peter Kehoe, Construction
Joseph Whitten, Jr., District 6
Richard Paveglio, Print Shop
Roland Sparks, Public Works
Michael Brown, Turnpikes
Leander Huckins, District 3
Jay Levine, Construction
Steven DuBois, Transportation Planning
D. Gandalf, Public Works
Peter George, District 6
John Daniel, Materials & Research
Mark Vaillancourt, District 4
David Bernier, Highway Design
John Butler, Highway Design
Michael Soper, Transportation Planning
John Seely, Construction

25 YEARS

Richard Moody, Traffic
John Leonard, Bridge Maintenance
Jeffrey Moore, District 6
Bruce McLaughlin, District 3
Dennis L'Heureux, Traffic
Richard Lane, Materials and Research
Anthony Zimmer, District 3
Leonard Cornwell, District 4
Jeffrey Heath, District 1
William Real, Materials and Research
Mark Richardson, Bridge Design
Patrick McGranaghan, Bridge Maintenance
Dennis Laperle, Construction
Brian Ordway, Construction
Dennis Fowler, Transportation Planning
Jere Heath, Highway Design

20 YEARS

Dennis Ford, District 2
Paula Cochrane, Information Technology Services
Gary Clark, Bridge Design
Harold Tewksbury, District 1

10 YEARS

Paul Souza, District 4
Hiram Hanson, Jr., District 2
James Mitchell, District 4
Kerry Hopps, District 1
Felix Gardner, District 6
Christopher Chiesa, Turnpikes
Kenneth Willey, Jr., District 6
John Hills, Highway Design
Alan Jameson, Mechanical Services
Lennart Suther, Highway Design
James Grant, Highway Design
Ted Rowland, Turnpikes
Peter Salo, Highway Design
Robert McNeil, District 2
Mark Wagner, Highway Design
Edward Sargent, Traffic
Rollin Rumford, District 6
Michelle Marshall, Highway Design
Susan Guptill, Bridge Design
Richard Rayno, Highway Design
Gary Labrie, Highway Design
David Kirby, Traffic
Gordon Nason, District 3
Kevin O'Neil, Turnpikes

24 Graduate From State's Certified Public Supervisors and Managers Programs

The training continues for NHDOT employees seeking to enhance their management skills. A total of 24 employees were recognized at graduation ceremonies on January 31 for both the New Hampshire Certified Public Supervisors and Managers Programs. Commissioner Carol Murray and Assistant Commissioner Gil Rogers were among the estimated 350 people in attendance on a snowy afternoon.

Participants in the one year Public Supervision Program must complete over 100 hours of core courses and at least 50 hours of elective training. Those in the two year Public Management Program must complete over 200 hours of core curriculum and 100 hours of electives.

NHDOT Certified Public Supervisor graduates (1 year program)



(back row, left to right) Virginia Lee Cail (Turnpikes), Elaine Belisle-Lapointe (Turnpikes), William Real (Materials & Research), Louis Barker (Planning), Mike Soper (Planning), David Bunton (IT Services), and Michael Curley (Transportation Planning) (front row, left to right) Linda Cate (Turnpikes), Amanda Audette (Turnpikes), Faith Ellis (Turnpikes), Susan Chapman (Public Works), Jessie Tichko (Right of Way), Marie Allard (Bridge Design), Diana Smestad, (Finance & Contracts) and Ron Weinau (IT Services)

Certified Public Manager graduates (2 year program)

Level 1 graduates not pictured

Debra Levesque (Turnpikes)
Mary Burns (Turnpikes)
Glenn Duffin (Planning)
George Lemay (Right of Way)
James Minichiello (Right of Way)
George Leel, Jr. (District 4)
Joyce McKay (Environment)



Ram Maddali (Planning) and Glenn Roberts (Materials & Research)

Not Your Typical Housecleaning At Materials And Research Laboratory *Removal of Small Amounts of Aging Chemicals Required Special Care*

It began when Materials and Research employees Stephen Mandeville (Environmental Safety Manager) and Alan Lugg (Supervising Laboratory Scientist) took on the task of having some chemicals that are no longer needed or used removed from the NHDOT laboratory on Stickney Avenue.

When the list of approximately 90 chemicals to be disposed of was presented to the state contractor that handles these types of materials, the response was that two of the chemicals qualified for special treatment.

The contractor, Triumvirate Environmental, of Somerville, Massachusetts, identified picric acid and dinitrophenol as potentially explosive chemicals that would require special on-site treatment and packaging by a chemist in order to be removed.

Steve Mandeville said the action was necessary because even though the chemicals had not broken down and were relatively safe in their current form, the special treatment and handling were required by law.

"These are chemicals we don't use, haven't used in some time, and really should get rid of," Mandeville said. "Some of the chemicals pre-date anyone's memory who work here."

That set in motion a process of obtaining permits from the Department of Environmental Services and Concord Fire Department.



With full-body protection, two hazard technicians prepare to remove potentially volatile chemicals from the NHDOT lab.

Early on the morning of March 11, with Concord firefighters standing by, two senior hazard technicians from Triumvirate Environmental donned full-body safety suits and removed the chemicals from the lab to a special container set up in the cleared yard area on the south side of the building.

The two chemicals were moved and diluted with water without incident in less than a half hour.

NHDOT Web Site Recognized For New Look And Available Information

NHDOT's webmaster Tom Gilligan's efforts in revamping the agency's website continue to pay off.

The website NH.com recognized www.nhdot.com as its "Web Site of the Week" in late January.

"It had been a little while since we checked out the New Hampshire State Department of Transportation's Web site, and when we saw the radical changes it had undergone since we last looked, we were blown away," the review began.

"The site looks terrific. Its clean design features a crisp brown and blue color scheme and an architecture that makes great use of the screen area.

A good-looking graphic anchors the home page with a rotating selection of images that pictorially conveys the feel of travel in New Hampshire.

Beyond looking good, the site now features a great deal of practical information for the traveler.



An excellent feature for commuters is the New Hampshire Rideshare section of the site, which features a Ridematch service, a list

of New Hampshire Park and Ride locations, an interactive commuting cost calculator, and links to public transit Web sites.

There are also current travel conditions including road construction, traffic delays, weather, maps and public transportation options, as well as oft-updated news releases, a business center for contractors, a public interest center with information on meetings and public forums as well as programs and grants, and a listing of DOT job opportunities.

In all, the site's well worth a look, whether you're a commuter, a contractor, a visitor planning a trip to New Hampshire, or just someone who's trying to find out whether you really can get here from there."

Pilot Program Aims To Interest High School Students in Transportation Careers *NHDOT Promotes Value of Science, Math and Social Studies In Pembroke, Belmont and Tilton*

Students at three New Hampshire high schools are benefiting from a pilot program aimed at promoting the value of science, math and social studies education and its application in the "real world".

The NHDOT is initially partnering with Pembroke Academy in Pembroke, Shaker Regional High School in Belmont and Winnisquam Regional High School in Tilton in the TRAC (Transportation and Civil Engineering) Program sponsored by the American Association of State Highway and Transportation Officials.

Each participating school receives a TRAC PAC, a self-contained laboratory complete with a computer; software programs for data collection, urban planning, and bridge design; sound and motion detectors; materials to complete activities such as Magnetic Levitation transport; and an activities manual.

The transportation and civil engineering field are experiencing employment shortfalls, both nationally and in New Hampshire. By engaging students in solving real-world problems, TRAC connects them to the working world of transportation professionals and civil engineers and inspires them to consider careers in these fields.

"We need to grow our own engineers, and the TRAC Program will help us do that," says the NHDOT's Ninder Singh (Human Resources), who is



Teachers and guidance counselors from schools in Belmont, Pembroke and Tilton gathered for TRAC training at the NHDOT headquarters in Concord.

serving as regional center director for the TRAC Program in New Hampshire.

Teachers from the three high schools received two days of training at the Morton Building in February from Tate Jackson, AASHTO's TRAC Program Manager.

Four NHDOT engineers have stepped forward to serve as TRAC volunteers.

"We are starting with three schools and my goal is to have the TRAC Program up and running in all New Hampshire high schools," Ninder Singh says.

Granite State Clean Cars Program Unveiled in Concord



The Granite State Clean Cars Program was officially launched at a February 11 news conference in Concord where some participating dealers were recognized for their efforts.

This sticker has nothing to do with the price and everything to do with the environment. It's a clean car label that makes it easier for consumers to identify less polluting, more fuel-efficient cars on new car dealer lots in New Hampshire.



The Granite State Clean Cars initiative is a voluntary program developed through a public/private partnership of the NH Department of Transportation, the NH Department of Environmental Services, the NH Automobile Dealers Association, the NH Lung Association and the Appalachian Mountain Club.

To qualify, a vehicle must get 30 MPG and be classified as a "low emission vehicle." More than 20 dealers across the state are participating.

National Transportation Web Site Features Rebuilding NH's Covered Bridges

Editor's Note: It was an offer too good to pass up. The NHDOT was featured on the home page of the American Association of State Highway and Transportation Officials (AASHTO) in February with an article on rebuilding covered bridges in the Granite State. The AASHTO "Success Stories" series can be viewed at www.transportation.org on the Internet.

New Hampshire: Rebuilding Covered Bridges

Covered bridges represent a link with our past. They evoke images of a more relaxed time while standing as monuments to those who had the vision and ability to design and build these engineering masterpieces out of wood.

The number of covered bridges crossing rivers in New Hampshire once stood at nearly 400. Fire, floods and neglect over several decades have reduced that number to just over 50. Fire claimed three covered bridges in the towns of Plymouth, Swanzey and Newport within months of each other in 1993, leaving residents wondering if they would ever be replaced. State law did not allow State Bridge Aid funds to be used to build new covered bridges. Now a cooperative state and local effort has made that possible.

The rebuilding effort began with the passage of a new law that would allow the State of New Hampshire to use State Bridge Aid money to rebuild the destroyed covered bridges. With an 80% share from the state and 20% from the town, each new covered bridge would have to meet legal load and height standards.

After several years of local fundraising and design work, all three covered bridges have been rebuilt. The Corbin Bridge in Newport was completed in 1995 using only town funds, due to the town's desire to retain ownership and replicate the previous bridge's weight limitation and clearance height of ten feet, two inches. The covered bridges in Plymouth and Swanzey were completed this past year, stronger than ever while retaining the integrity and design concepts of their predecessors.

The \$3 million Smith Millennium Covered Bridge (Long Truss with integrated arches), a clear span of 163 feet over the Baker River in Plymouth, may be the strongest wooden covered bridge in the world. Built using laminated southern pine with a deck-wearing surface of oak, the Smith Bridge can handle two 18-wheel tractor-trailer trucks passing each other. It combines the historically proven qualities of a wooden covered bridge with more modern amenities, such as a fire detection system, lighting for the interior travel way and an exterior sidewalk. One major challenge before the bridge could be built was resolving Federal Emergency Management Agency design concerns about accommodating potential floodwaters.

The Slate Covered Bridge (Town Lattice Truss) over the Ashuelot River in Swanzey is the fifth longest single-span covered bridge in New Hampshire. Over 1,700 trunnels (tree nails) were used to hold timber members together in the construction of the bridge, which weighs more than 70 tons. Its roof system was designed to support up to 45 tons of snow.

These three new covered bridges in New Hampshire are the result of state and community partnerships that led to the rebuilding of local landmarks, thus restoring part of the state's heritage that are also highly functional parts of the state's transportation system. They are structures that both honor the past and look to the future.



(photo by Shelley Winters)

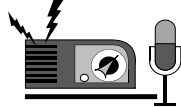
New Trolley to Provide Public Transit Service Between Berlin and Gorham

Residents of the Berlin and Gorham area now have a brand new trolley to ride as a transportation option.

The trolley pictured at left was purchased by the NHDOT for public transit service between Berlin and Gorham.

Manufactured by Molly Corporation in Ogunquit, Maine, the \$100,000 trolley was funded by the Federal Transit Administration (80%), State funds (10%), and local funds (10%).

In The News.....



Former Chief Design Engineer Malcolm Chase Dies

Malcolm Chase Sr., who is credited with overseeing the planning and design of Interstates 89 and 95 and the Spaulding and Everett Turnpikes in New Hampshire as the State Highway Department's Chief Design Engineer, died on February 18 at the age of 90.

Chase worked for the Highway Department for 41 years. Between 1950 and 1956, he was the Chief Engineer in charge of planning and design of numerous projects, including the state's first turnpike.

"A real solid guy...someone you could trust," former Commissioner Leon Kenison told the *Union Leader*.

Jackie Audet (Environment) first met Malcolm Chase when she was an 18-year old secretary working in a Highway Department office at the State House. She later worked as his secretary and said he always kept her busy.

"Mal was a real nice guy and a great boss," Jackie says. "He treated everyone equally and with respect."

In addition to Jackie Audet, current NHDOT employees who worked as secretaries for Malcolm Chase include Mary Ann Wells (Traffic), Pat Dwinells (Public Works) and Cathy Carrier (Rail and Transit).

NHDOT's Rideshare Web Site Wins Internet Contest Award



The NHDOT's rapidly improving presence on the Internet was recognized at the Fourth Annual New Hampshire Internet Awards.

The effort to assist commuters (nhrideshare.com) received second place in the "Best Use of Technology" category at the March 14 event in Bedford.

New Hampshire Rideshare is a free commuter matching service provided by the NHDOT that helps find alternative ways for commuters to travel to and from work. It provides geographical computer matching to provide commuters with information and assistance about ridesharing and alternatives to single occupancy vehicles. The site includes Park & Ride locations, links to transit options and a rideshare cost savings calculator.

Sponsored by NH.com, the annual New Hampshire Internet awards recognize a wide range of Web site designs, from best business site to "the coolest school web site". Links to all of the 2002 award winners can be found at NH.com.

DaimlerChrysler Pulls Objectionable Snow Plow Ads

The marketing folks at DaimlerChrysler probably wondered what all the fuss was about. After all, their ad campaign showing new Chrysler vans and SUVs passing snowplows was simply aimed at showing how powerful and maneuverable their vehicles are.

But a lot of state Departments of Transportation across the country certainly didn't see it that way.

"To put it simply, these ads glorify and promote unsafe driving," wrote American Association of State Highways and Transportation Officials (AASHTO) Executive Director John Horsley in a letter to the DaimlerChrysler chairman.

"The purpose of snowplows is to clear the road of snow so other vehicles can safely use the roadway. The work of driving snowplows is difficult and dangerous enough for the dedicated state workers who perform the task without having to contend with macho drivers attempting a risky maneuver they have seen on television," Horsley wrote.

The ads were quickly pulled from the airwaves.

Nearly Completed Jaffrey Courthouse Destroyed By Fire



Just weeks before it was scheduled to open, the new \$2.6 million Jaffrey-Peterborough District Courthouse was destroyed by an early morning fire on February 28.

Investigators later said a plumber's torch was the cause of the blaze, which apparently simmered for several hours before the fire was reported at 4:55 am.

While the building was nearly completed, workers had not finished installing either the fire alarm or sprinkler systems. Court officials had not yet moved records or furniture into the building. A grand opening was planned for May.

Construction of the 21,000 square foot, two-story courthouse was under the direction of the NHDOT's Bureau of Public Works. Division Director Jim Marshall said it would take at least ten months to totally rebuild the structure.

LETTERS



On the Move

Editor's Note: The following letter was sent to Ken Knowlton, Patrol Foreman at the Bureau of Turnpikes Merrimack patrol shed.

Town of Bedford

New Hampshire

January 17, 2002

Dear Commissioner Murray,

I wanted to let you know what a pleasure it was to work with Jay Levine, the engineer in charge of the South River Road project that was recently completed.

Complaints and disruptions were held to a minimum and a large part of that was due to the professionalism and hard work that Jay showed throughout the whole project. Many a night I saw him overseeing the minutest of details, such as the placement of barrels before he would go home at night. He treated myself and the officers (who) worked the details as part of the team and it didn't go unnoticed.

Jay exemplified the image of the NH Department of Transportation, which I have come to know over the years. That image is one of professionalism and fairness. I look forward to working with your staff on future projects. Thank you.

David C. Bailey
Chief of Police

Editor's Note: Jay Levine is a contract administrator with the Bureau of Construction.

While driving southbound through the Bedford toll booth on December 22 just after 3 pm, my wife and I witnessed our daughter Amy experience seizure-like symptoms.

In appreciation of the prompt call to the Bedford Fire Department by members of the toll collection staff, please accept our thanks and forward the box of chocolates for their enjoyment.

Linda and Michael Bloom

Editor's Note: The two Bedford toll attendants who assisted the Blooms were Jay Ann Lamontagne and Richard French.

February 26, 2002

I just wanted to thank you and your crew for your help over the last couple of weeks. When I told anyone about my "little project" they all assumed that having some trees removed by the edge of the Everett Turnpike would be the hardest (and most frustrating) part of my whole endeavor. I am so glad that you folks proved them wrong! I made only one phone call, and you said you'd come out that week. Amazing! You and your crew deserve a gold star (not to mention a raise!).

I am quite prepared to spread the word that the (Turnpikes Merrimack) Highway Maintenance crew is super to work with. You and your crew are very professional, polite, and most accommodating. You seemed quite willing to come down (3 times!) and remove those "pesky" trees even on short notice!

In this era of "government bureaucracy" it is most refreshing to deal with state employees who are willing to actually deal with me as a human being, and not just another pain in the butt chore. Thanks again for your help!

Mary E. Hart
Merrimack, NH

Editor's Note: In response to an "On the Move" article reprinted from the Union Leader, District 3 foreman Charlie Gibbs writes to "set the record straight" on the use of "whips" to mark mailboxes for snowplows.

I realize District One has a reputation of being "a notch above", but to set the record straight, District 3, of which I am a foreman also has a "whip season".

We don't keep a count of the whips put out in my section, Patrol 303, but it is probably around 300 for a fair estimate.

I just thought DOT would be interested to know that even though I talk like a state of Mainer on the radio, we do put out whips in our section and others besides. I would guess they get their name from the likeness of a buggy whip. Hence, even though we live a "notch below", we are in sync.

Charlie Gibbs
Patrolman - Section 303
Freedom, NH



NHDOT People

New Aviation Planner



Barry Lawrence is the new Aviation Planner for the Division of Aeronautics. Barry brings with him an extensive aviation management and airport development background. He previously worked for the Port Authority of New York and New Jersey and the original Pan American Airlines.



Mary Minter, Audit Technician in the Bureau of Finance and Contracts, cuts the cake at a March 29 retirement party in her honor as friends and co-workers look on. Mary began her DOT career in 1973 and leaves after 29 years of dedicated service. Her retirement plans include enjoying more time with her beloved pet pug Maggie and traveling with her husband Ralph.

The 2002 Commissioner's Cup Golf Event date has been set for September 10, 2002 at the Loudon Country Club in Loudon, NH. This year's event will also be open to all DOT employees wishing to play if 50 teams sign up. An afternoon shift will be added with more information to come once we obtain 50 teams. The cost will be \$200 per team of four players with golf, carts, prizes and chicken dinner included. Any team wishing to join the fun can messenger mail or e-mail tournament director Bob Landry (Bridge Design) at rlandry@dot.state.nh.us



On the Move

2002 Cannon Mountain Ski Day



Since the 1970's, NHDOT employees have gotten together on one day each winter to enjoy the snow rather than just make sure it's off the roads and out of the way. This year 248 people participated in the Cannon Mountain Ski Day on March 1 on either skis or snowboards. Don Coleman (Construction - above left) has been coordinating the annual event for the past 15 years. Joining Don in the photo were Ron Crickard (Construction) and NHDOT Director of Operations "Butch" Knowlton.



The mobile bloodmobile operated by the Red Cross paid a visit to the Morton Building for two days in March. Pat Hill (Aeronautics) was one of 37 NHDOT employees who volunteered a pint of blood to the cause.

Organizers Jackie Audet and Nichole Roy report another big success with their annual Daffodil Day(s) fundraiser for the American Cancer Society. By once again topping the previous year's efforts (by about 100 bunches), the total financial contribution from NHDOT employees was \$3,576.

Awards and Recognition

Three Bridge Projects Receive National Awards

Three New Hampshire bridge projects completed in 2001 have received "National Recognition Awards" from the American Council of Engineering Companies (ACEC).

The Smith Millennium Covered Bridge (pictured right) in Plymouth, the Edna Dean Proctor Bridge in Henniker and the Bemis Bridge in Hart's Location were all recognized in the annual Excellence in Engineering competition.

Engineering firms recognized for "achievements that demonstrate the highest degree of merit and ingenuity include: H.E. Bergeron Engineers (Bemis Bridge), The Louis Berger Group, Inc. (Edna Dean Proctor Bridge) and SEA Consultants, Inc. (Smith Millennium Bridge).



Annual Safety Conference Recognize Three New Hampshire Residents For Contributions

NHDOT employees Carol Murray and Bill Lambert, along with NH State Trooper Mark Liebl, (left photo) were recently recognized for their contributions to highway safety at the annual Tri-State Safety Conference held in Maine.

Commissioner Murray received the engineering award for her key role in the development of the safety laptops - accident location project for improved crash data reporting.

Traffic Bureau Administrator Bill Lambert was presented with the education award for developing a safety crosswalk program and working with communities to improve pedestrian safety.

Trooper Liebl received the enforcement award for his tireless contributions to the development of the Accident Reporting Module that will be used in the laptops.

Company Wins Construction Award For Its Work On DOT Headquarters

North Branch Construction, of Henniker, has received an "Award of Excellence" for the John O. Morton Building improvement project in a contest sponsored by the Associated Builders and Contractors, Inc.

North Branch was recognized in the "Institutional over \$2 Million" category for the \$7.3 million project that consisted of a 15,000 sq. ft. three-story addition, as well as major renovations of the existing NHDOT headquarters in Concord.

The renovations included a new electrical system, new mechanical and sprinkler systems and an air conditioning system.

It was the third consecutive year North Branch has won the award.



NHDOT Assistant Commissioner Gil Rogers was recently recognized for his nine years of service as a member of the New England Transportation Consortium Advisory Committee, including two years as chairman. Current NETCAC chairman Colin Franco (above left) presented Gil with a plaque thanking him for his efforts.

The Four Seasons of Winter

By James Crummey

The lives of highway and road maintenance crews revolve around the "four seasons of winter".

Summer seems to be the favorite season. It's the time when winter preparations begin. Equipment is rebuilt, repaired, painted, replaced and stored. Drains, basins and culverts are cleaned out, repaired and replaced. Shoulders are rebuilt, ditches are cleaned and roads are repaved. This all leads up to fall and the start of the most stressful stretch. Highway workers know what lies ahead.

At this time, the workload increases and there's never enough time to accomplish all that needs to be done. A truck, plow and spreader are assigned to each driver and plow routes are mapped out. Becoming familiar with their plow route and training on equipment is of utmost importance, as many times operators must drive through blinding conditions. In addition, private equipment must be contracted to supplement the state plows. Gear must be fabricated, welded and mounted on each piece of equipment to be used for plowing.

The days grow shorter and gray skies are on the increase. The leaves fall from the trees, giving them an eerie silhouette against the sky. From this point forward, highway workers are no longer free. This is when the stomach starts to get a queasy feeling. Highway workers sell their souls to old man winter. Clouds have a whole new meaning. Anxiety builds, waiting for the first inevitable storm, wanting to get it under the belt.

The first snow usually causes so many problems. Motorists are not used to driving in the snow, nor are they used to the big orange trucks slowing them down on the road. Those big trucks are a little like Santa Claus. They come out at night, delivering a safe, clean road while most people are sleeping. However, for the most part, we are not thought of as jolly ole snow plowers, but instead the Grinch blocking the roadway.

Once winter hits, it comes fast and furious. Drivers and road workers many times find themselves just arriving home from a day's work, only to be called back due to freezing rain, snow drifts, accidents, or for the most dreaded reason -- it's snowing again.

No snowstorm is ever the same. Big storms with one foot or more of light snow are fun to work in. One foot of snow changing to rain is a nightmare.

There is something about driving on glare ice in a huge \$100,000 plow truck, with limited vision and vehicles spinning out around you, that works on your nerves. When you're tired and alone at night, it can snow so hard the flakes seem to look as big as baseballs.

Workers are out all night in extreme weather, sometimes working on holidays, including Christmas eve and Christmas day. It's times like these when they miss their families, feeling guilty, knowing the little ones will wake up without them. It all comes as part of the job.

Editor's Note: James Crummey is a Maintenance Superintendent for the Bureau of Turnpikes.



Morning brings hope, daylight, breakfast and commuter traffic. People are always in a hurry. Plow drivers dread this time of day, with so many cars going way too fast, causing accidents to happen. As these vehicles race by, the plow drivers wonder if the motorists realize they are working hard to make the roadways safe.

Finally, after many sleepless nights and a lot of hard work, the winter weather starts to break. Days go by without a storm and the snow banks begin to shrink into small streams. Workers begin to feel free again as old man winter releases his grip on them.

The days are longer and the sun's warmth pours through your clothing. A few weeks later, the bare ground starts to show through. A whole lot of other things show up as well. A winter's worth of buried litter and debris becomes visible. The damage done to guardrail fences and roadsides becomes evident. It's cleanup time once again. Cleanup trucks, sanders and loaders begin to have winter plow gear removed. Equipment is repaired and painted as necessary before being stored. The tractors and mowers are taken out of storage.

Although the work changes little by each season, like each snowstorm it's never the same.

Firefighters, police, medical emergency personnel and others should be held in the highest regard for doing their jobs. So should highway workers. They risk their lives and work in extreme weather conditions. These people take pride in providing a most important service of keeping the roadways safe.

Highway and road workers are at risk every time they go to work. Driving and working on highways with thousands of vehicles passing through can be like working in a land mine area. There have been injuries and the loss of lives to our workers. After many years of working on the roadways, I have a great deal of respect for each and every one. To all, be safe.

Preserving Stone Walls: Symbols of Virtues of New Hampshire's Settlers

NHDOT Stone Wall Protection Policy Aims To Help Preserve Granite State's Heritage

*But stone walls speak of labor, of toil by calloused hand, where some forgotten pioneer has said,
"Here ends my Land."*

-- B. Telfair Mines

Editor's Note: The following excerpted article by State Architectural Historian James Garvin appeared in the fall 2001 newsletter of the State Division of Historical Resources. It is reprinted with permission.

In 1822, at a time when settlers were still clearing new land in New Hampshire, a writer for the journal of the State Board of Agriculture admonished farmers to build for the ages, replacing the temporary wooden fences they had thrown up while cutting trees.

"Almost all farms have stone enough to make a wall for every necessary division and enclosure...Labor used in this way answers a double purpose; it secures the field from the ravages of stock, and improves them by removing rocks which are not only useless, but inconvenient and injurious in their natural situation. A farmer ought to consider it his proper business, as he has means and opportunity, to secure his lands by stone walls."

New Hampshire farmers heeded these words, as did all others in the rock-strewn post-glacial Northeast. By one estimate made in 1871, when most wall building had ceased and marginal farms were beginning to be abandoned, there were 252,539 miles of stone wall in New England and New York.

As the inhabitants of less prosperous farms abandoned their tillage to pasture and the pastures to woods, the stone wall began to be seen as a symbol of the virtues of New England's settlers and the irrevocable end of the farming way of life. Lost in deep second-growth forest, the stone wall became an icon of times past, of labor lost.

The stone wall is not an indelible mark in the New Hampshire landscape. New Hampshire law doesn't prevent the sale and removal of walls that lie on private property. While it has long been illegal to remove a wall that serves as a boundary between two properties without the consent of both owners, a wall that lies within a single land parcel is the property of the owner of the land.

However grievous the removal of a privately-owned wall may be to neighbors who have grown accustomed to its presence, a stone wall on private land may be sold in the same manner as timber or gravel might be sold from that land. Legislation now before the legislature would, at least, increase the penalty for *stealing* stone



Stone walls greet visitors to Shaker Village in Canterbury.

walls from private property to between three and ten times the value of the stolen stone.

In 1990, the state did afford a measure of protection for walls that border state highways. Reacting to the highly publicized destruction of a beautiful wall in Webster during highway widening (NH Route 127), then-Governor Judd Gregg asked the New Hampshire Department of Transportation to institute a stone wall protection policy.

Developed in consultation with the Division of Historical Resources and the Federal Highway Administration, this policy remains in effect.

A committee evaluates the walls along each state-funded highway project, assessing the character of the wall, the highway, the adjacent buildings and land uses, and the interest of owners or local citizens in preserving the walls. Evaluation includes both aesthetic and technical criteria, and may result in the protection of all walls in a project, the selective preservation of the best examples, or the sacrifice of insignificant walls.

Preserved walls are rebuilt on the new right-of-way as part of the project.

A few communities have enacted ordinances that, in a similar manner, protect walls bordering town-owned roads.

New Hampshire people are now fully aware of the value and the vulnerability of the stone wall. As if in response to this awareness, a new generation of stone wall builders has appeared among us.

We are probably seeing more stone wall building and rebuilding in New Hampshire than at any time since the 19th century.

Skies (and lakes) Once Traveled...



This photo of seaplaning on Lake Winnepesaukee was forwarded by a New York advertising agency to New Hampshire Aeronautics Commission Director W. Russell Hilliard in February of 1947 for use in an illustrated brochure. While this and other forwarded photos appeared somewhat staged, they probably captured the appeal of seaplaning in New Hampshire's lakes region that still exists today.

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